TRAINMASTER
J. L. GREEN

CHIEF TRAIN DISPATCHER
H. GALYAN

SAN DIEGO & ARIZONA EASTERN RAILWAY COMPANY

TIJUANA AND TECATE RAILWAY COMPANY

TIMETABLE

88

EFFECTIVE SUNDAY, NOVEMBER 4, 1962
AT 12:01 A.M.
PACIFIC STANDARD TIME

FOR THE GOVERNMENT AND INFORMATION OF EMPLOYES ONLY

J. H. LONG
Vice President and General Manager

W. B. BARKER
Superintendent

Eastward Second Class 452 Freight Leave Daily	Mile Post or Kilometer Post	STATIONS Siding Capacities and Facilities			Station Number	Distance from El Centro	Westward Second Class 451 Freight Arrive Daily
AM 7.30	1.1	TO-R	SAN DIEGO BKDYP	S.D.&A.E.Ry.	1	147.0	PM 5.20
	4.8	Yard Limits	Twelfth St. Natl. City P		5	143.3	
	7.4		CHULA VISTA JCT. P		7	140.7	
7.52	9.1		CHULA VISTA		8	139.0	4.56
7.56	11.1		PALM CITY P		10	137.0	4.51
8.05	15.5	TO-R	SAN YSIDRO KP		14	132.6	4.40
s 8.20	K 0.1	R	TIJUANA P	T.&T.Ry.	15	131.9	s 4.30
8.25	K 4.1		AGUA CALIENTE		18	129.6	4.25
f 9.05	K 33.9		REDONDO P		35	111.5	f 3.45
s 9.45	K 59.9	Yd.Lmts. R	TECATE P		52	95.3	s 3.05
10.04	60.3		DIVISION P	S.D.&A.E.Ry.	59	87.8	2.43
10.20	65.8	Yd.Lmts. TO	CAMPO P		65	82.3	2.30
10.35	71.9	28	CLOVER FLAT P		72	76.2	2.15
11.04	84.5	38	TIERRA DEL SOL P		84	63.6	1.46
11.27	92.9		JACUMBA P		93	55.2	1.23
11.29	94.0	31	TITUS P		94	54.1	1.21
	96.0		DUBBERS		96	52.1	
AM 11.53	100.7		CARRISO GORGE P		100	47.4	12.57
PM 12.01	102.3		TUNNEL 15 SPUR P		102	45.8	12.47
12.25	109.7	50	DOS CABEZAS P		109	38.4	12.25 PM
12.56	122.5	39	COYOTE WELLS P		122	25.6	11.53 AM
1.11	130.0	Yd.Lmts. TO	PLASTER CITY P		130	18.1	11.37
1.31	139.8	Yd.Lmts.	SEELEY P		139	8.3	11.17
1.42	145.1		WILSIE		145	3.0	11.06
1.50 PM	148.1	Yd.Lmts. TO-R	EL CENTRO BKDYP		148	0.0	11.01 AM
Arrive Daily			(147.0)				Leave Daily
452							451

RULE 6. No. 451 and No. 452 will operate as mixed trains between Tijuana and KP 70.9 handling passengers between these points only and will stop on flag at Garcia, Matanuca and KP 70.9.

RULE S-72. Exception: No. 452 is superior to No. 451.

Eastward Mile Post Location	CORONADO BRANCH STATIONS Siding Capacities and Facilities		Station Number	Westward Distance from North Island
4.8	Yard Limits	TWELFTH ST., Natl. City P	5	16.5
5.7		24th St. Natl. City	201	15.6
7.4		F STREET JCT.	203	13.9
9.9		SALT WORKS	301	11.4
18.3		TENT CITY	303	3.0
19.4		CORONADO	304	1.9
21.3		NORTH ISLAND	305	0.0
		(16.5)		

Note.—Navy tracks used beyond MP 21.3.

Eastward Mile Post Location	LA MESA BRANCH STATIONS Siding Capacities and Facilities		Station Number	Westward Distance from El Cajon
1.1	TO-R	SAN DIEGO BKDYP	1	15.7
10.3	Yard Limits	LEMON GROVE	402	6.5
12.3		LA MESA	403	4.5
15.3		GROSSMONT	404	1.5
16.8		EL CAJON	405	0.0
		(15.7)		

ADDITIONAL STATIONS

Capacity and Direction of Entry into Spurs	Mile Post	NAME	Station No.
48 W	10.1	Otay.....(Spur)	9
.. W	13.0	Baird-Roll.....(Spurs)	13
4 E	K 5.9	Standard.....(Spur)	19
23 E	K 13.6	Garcia.....(Spur)	23
15 E	K 19.2	Matanuca.....(Spur)	26
7 W	67.1	Barrett.....(Spur)	67
17 W	74.4	Clover Flat Pit.....(Spur)	74
6 E	137.1	Edgar.....(Spur)	137
		Coronado Branch	
.. E	8.2	Rohr.....(Spur)	300
		La Mesa Branch	
.. E-W	7.2	Encanto.....(Spurs)	401

RULE A. Employes must know they have in their copy of Rules and Regulations of the Transportation Department, effective July 1, 1960, page revisions listed on page 1 revised April 1, 1961.

RULE M. Employes are warned that it is dangerous to ride on top or side of cars while passing points where impaired clearance exists, and that they must protect themselves from injury. See list of impaired clearances on main track and siding.

There are numerous other structures with impaired clearance on yard and station tracks on the division, and employes must be familiar with their location and avoid personal injury.

RULE 10-G. First paragraph is revised to read:

"When an unattended red flag or red light is displayed to the right of track in direction of approach, train, after stopping, must be preceded for a distance of one-half mile from point where signal is displayed, by a flagman who must carefully examine track and structures."

RULE 10-H. First sentence is revised to read:

"When a yellow signal is required it will be displayed to the right of track in direction of approach, one-half mile from structure or track over which speed of trains must be restricted."

Green signal will not be displayed at limit of restriction.

RULE 10-I. First paragraph, last sentence is revised to read:

"A yellow sign reading 'PROCEED PREPARED TO STOP' will be displayed one-half mile in advance of the red sign."

RULE 10-J. Second paragraph is revised to read:

"Speed signs that prescribe reduction in speed will be located one-fourth mile from initial point of restriction."

RULE 15. First and second paragraphs are revised to read:

"The explosion of a torpedo is a signal to proceed with caution for one-half mile.

"When a torpedo is exploded in the vicinity of a yellow signal displayed in accordance with Rule 10-H, train must proceed expecting to find an unattended red signal that may be displayed one-half mile beyond the torpedo and the yellow signal."

RULE 30. Engine bell must be rung continuously between the following points:

San Diego and east end of Tunnel 2; Tecate and Campo; MP 96 and MP 106; and on branches.

RULE S-72. Westward regular trains are superior to trains of the same class in the opposite direction, except as noted on page 2.

RULE 82-A. Regular trains will operate on the T&TRy by timetable authority and no train orders will be issued effecting the movement of such trains on the T&TRy.

RULE 83-B. All trains may register by ticket at San Ysidro, Tijuana and Tecate.

RULE 93. Yard limits in which the provisions of Rule 93 will apply are established at the following stations:

West MP		East MP
	San Diego	K5.1 (18.7)
	" (Coronado Branch)	End of Branch
	" (La Mesa Branch)	End of Branch
K58.9	Tecate	K62.2
64.58	Campo	66.94
128.50	Plaster City	131.90
138.50	Seeley	141.10
147.20	El Centro	End of SD&AE Track

RULE 98. RAILROAD CROSSINGS NOT INTERLOCKED: At following grade crossings trains will stop not less than 50 feet nor farther than 500 feet from crossing and will proceed only on signal from flagman:

Crossing at Chula Vista. Exception—San Diego–El Centro line trains will expect to find the main track blocked and will pass over the crossing not to exceed 15 MPH.

RULE 103-A.

San Diego: At Fifth Avenue, do not enter intersection until crossing signals have been operating twenty (20) seconds unless protected by a flagman. Do not kick or drop cars over crossing.

On Richfield Spur across Harbor Drive, movements must be protected by a flagman.

Maximum speed permitted over street crossings on L St. tracks is 5 MPH.

National City: Movements on Navy spurs across Eighth St. and Harbor Drive (foot of 13th St.) must be protected by a flagman account crossing signals not connected to these tracks.

Coronado: Boulevard Stop signs at Fourth St., Pomona Ave. and Orange Ave. do not apply to trains.

Lemon Grove: Movements across Broadway must stop at crossing and be preceded by flagman over crossing.

La Mesa: Movements across La Mesa Blvd. must stop at crossing and be preceded by a flagman over crossing.

RULE 104. The normal position of junction switches at Twelfth St., National City and Chula Vista Jct. is for the San Diego-El Centro main track.

RULE 105. Capacity of Sidings column indicates the number of cars of average length of 49 feet that siding will hold between fouling points, in addition to one engine and caboose.

When length of train and/or capacity of siding permits, trains taking siding after clearing main track will provide not less than 400 feet additional clearance to fouling points.

RULE 206. Second paragraph will not apply to SP or T&NO engines.

RULE 208-A. Conductor's registration of work extras terminating at San Diego may be used to annul work orders without having the engineer in the train order office.

RULE 221. Trains must obtain clearance before leaving:

San Diego, San Ysidro ..... Eastward trains

Tijuana, Tecate and Campo are designated as permissive block stations.

Permissive block station cards may be issued at Tijuana, Tecate or Campo by the agent or telegrapher which will authorize movement of extra trains between these stations.

The agent or telegrapher at Tijuana, Tecate or Campo must not issue a permissive block station card to an extra train after having received and acknowledged a previously issued permissive block station card by telegraph or telephone unless the extra train so authorized has arrived at his station.

When necessary to issue a permissive block station card, it must be filled out correctly, showing thereon the station, date, train addressed, stations between where such movement is authorized, time issued, and then signed by the agent or telegrapher. Before delivery is made to the conductor or engineer of the train, the agent or telegrapher must transmit the contents of the permissive block station card to the terminating station which is the next permissive block station by telegraph or telephone. Agent or telegrapher at that station must acknowledge and then arrange to stop and hold all opposing

trains at that station until the extra train so authorized has arrived and the conductor and engineer of the train have delivered their copies of the permissive block station card to him.

Example: If No. 451 has left Campo, permissive block station card must not be issued at Tecate until No. 451 has arrived at Tecate. If No. 452 has left Tijuana, permissive block station card must not be issued at Tecate until No. 452 has arrived at Tecate.

Conductor and engineer of an extra train authorized by a permissive block station card between Tijuana and Tecate, or Tecate and Campo must deliver all copies of the card received at the initial station of the block to the agent or telegrapher at the terminating station of the block.

RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM

When Signals 1022 and 1023 are in stop position, train shall stop and then proceed immediately with caution to Bridge 102.29 and await arrival of maintenance man who will inspect bridge and authorize train to proceed if safe to do so. Upon arrival at Bridge 102.29, immediately call Dispatcher or any open station and report signals in stop position.

RULE 535. Spring switches not equipped with facing point locks are located as follows, and speed indicated in Speed Restrictions table must not be exceeded while passing over them in facing movement, or in trailing through them:

Location	Normal Position
San Diego....Enginehouse lead.....	Main track
San Diego....Lead crossover, Sigsbee St.....	Main track

Spring switches are also located on other tracks as follows:

One on enginehouse lead, and one on enginehouse tracks, San Diego.

GENERAL REGULATIONS

RULE 808. In case of grade crossing accident it is permissible for crew members on request of law enforcement officers to furnish their names, occupations and addresses; identification of the train; direction and approximate speed of the train; confirmation that the whistle, bell and headlight or headlights were operating; and direction of the vehicle. Signed statements are not to be given. Should police officers desire any additional information they should be courteously referred to Claims Department representative.

RULE 827. On freight and mixed trains between KP 14 and KP 19 and between Redondo and Coyote Wells, a member of crew must observe track to rear of train for evidence of derailment or any other condition requiring immediate stopping of train.

RULE 836. Outside of yard limits cars shoved ahead of engine between stations on descending grade must be chained to the engine. When practicable engine must be kept on descending grade end of cars.

AIR BRAKE RULES

RULE 3. Standard brake pipe pressure for freight and mixed trains operating through between San Diego and El Centro is 90 pounds.

RULE 17. Retaining valves must be used on eastward freight and mixed trains Tierra del Sol to Jacumba and MP 106.71 to Coyote Wells as follows:

Without dynamic brake in operation, one retaining valve for each 75 tons in train.

With dynamic brake in operation and tonnage of train exceeds 950 tons per 4-axle unit or 1500 tons per 6-axle unit of dynamic brake, one retaining valve for each 100 tons in train.

With pressure maintaining system of braking in use and dynamic brake in operation and tonnage of train exceeds 2,000 tons per unit of dynamic brake, one retaining valve for each 100 tons in train.

RULE 24-F. Air must be cut in on all cars west of engine when handling cars on Commercial Street east of 16th Street, San Diego.

RULE 25. Will apply to westward trains at Tierra del Sol and to eastward trains at MP 83.5 and Culvert 106.71, except trains with dynamic brakes in operation and not required to stop for other reasons will make a running test at these locations as follows:

Engineer will make reduction of approximately 7 pounds, wait for slack to adjust itself, then add 3 pounds before releasing. Trainmen will note reduction on caboose gage and, following buildup in pressure when brakes are released, give proceed signal.

RULE 33. The gross tonnage of freight and mixed trains must not exceed the following number of tons per operative brake between the stations named:

Tierra del Sol and Coyote Wells, except.....60 tons
with dynamic brakes in operation.....75 tons

RULE 34. When necessary to use retaining valves as prescribed by Rule 17, stop must be made at MP 118.00, except that when dynamic brakes are in operation, this stop is not required if in the judgement of the conductor and engineer, wheels are not overheating and it is safe to do so.

MISCELLANEOUS

5. Helper service.

(a) Helper engines must not be placed behind wooden underframe equipment.

(b) Helper engines consisting of not more than two units may be placed behind caboose.

(c) Helper engines consisting of not more than four units may be placed immediately ahead of caboose.

Air will be cut in on all helper engines, and engine must not be cut off when train is in motion.

10. Engines weighing over 145,000 pounds are not permitted to operate on Otay Spur.

11. Load limit (car and contents):.....230,000 pounds
Except:
Coronado Branch: 24th St. National City to MP 7 and Salt Works to North Island ..... 190,000 pounds
La Mesa Branch:
La Mesa to El Cajon.....190,000 pounds

Unless authorized by Superintendent, heavier loads must not be handled.

27. Should a passenger train be stopped in a tunnel, air conditioned cars within the tunnel must immediately have the air conditioning systems, including ice engines and engine generators, shut off, fresh air intake shutters closed, and blower fans shut off.

Should a train be stopped with the engine in a tunnel and it is found that, in the case of a passenger train it cannot be moved within five minutes after stopping, and in the case of a freight train it cannot be moved within a reasonable length of time, trainmen and enginemen must take necessary precautions to prevent movement. Independent brake and sufficient hand brakes must be immediately applied. Engine wheels must be secured by blocks or chains, and power plants and steam generators, if any, on engine shut down.

28. DF and DP class engines operated with engineer in other than the lead unit in direction of movement, must not exceed 20 MPH when approaching highway or street crossings at grade, subject to further restrictions imposed by local conditions.

SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in SPEED RESTRICTIONS FOR ENGINES, MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT, and OTHER MAXIMUM SPEEDS appearing on page 6 of Special Instructions. Speed must be further reduced as prescribed by speed signs, except as specifically authorized by Special Instructions herein, or by time-table bulletin.

All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and INSURE SAFETY, REGARDLESS OF TIME.

TERRITORY			FREIGHT AND MIXED AND LIGHT ENGINES
MP	MP	Column:	1
EASTWARD, SAN DIEGO TO EL CENTRO:			
1.10 to	3.00		10
3.00 to	5.00		20
5.00 to	7.35		30
7.35 to	7.36		15
7.36 to	9.11		30
9.11 to	9.12		10
9.12 to	15.00		30
15.00 to	15.57 (KP 0.00)		15
KP	KP		
0.00 to	4.45		30
4.45 to	4.49		10
4.49 to	16.00		30
16.00 to	17.31		20
17.31 to	17.97		15
17.97 to	33.90		35
33.90 to	40.69		25
40.69 to	41.70		20
41.70 to	66.59		25
66.59 to	67.64		20
67.64 to	71.41 (MP 59.94)		25
MP	MP		
59.94 to	60.36		25
60.36 to	61.28		20
61.28 to	63.44		25
63.44 to	63.91		20
63.91 to	64.53		25
64.53 to	65.58		20
65.58 to	70.41		25
70.41 to	70.75		20
70.75 to	73.75		25
73.75 to	73.95		20
73.95 to	76.09		25
76.09 to	76.34		20
76.34 to	76.65		25
76.65 to	76.77		20
76.77 to	81.79		25
81.79 to	82.07		20
82.07 to	84.50		25
84.50 to	92.90		20
92.90 to	96.61		25
96.61 to	98.67		15
98.67 to	99.10		10
99.10 to	106.56		15
106.56 to	122.50		20
122.50 to	147.53 (wye switch)		30
147.53 to	147.84 (junction switch)		10
EASTWARD, TWELFTH ST. NATIONAL CITY TO NORTH ISLAND, except			15
4.77 to	6.02		10
19.43 to	21.31		12
EASTWARD, SAN DIEGO TO EAST END BRIDGE NO. 3.12, except			15
over 13th and 16th St. crossings			10
over 28th, 30th and 32nd St. crossings			5
EAST END BRIDGE NO. 3.12 to 17.22, except			25
13.40 to	13.44 (Jackson Dr.)		5

TERRITORY			FREIGHT AND MIXED AND LIGHT ENGINES
MP	MP	Column:	1
WESTWARD, EL CENTRO TO SAN DIEGO:			
147.84 to	147.53 (wye switch)		10
147.53 to	122.50		30
122.50 to	106.56		20
106.56 to	99.10		15
99.10 to	98.67		10
98.67 to	96.61		15
96.61 to	92.90		25
92.90 to	84.50		20
84.50 to	82.07		25
82.07 to	81.79		20
81.79 to	76.77		25
76.77 to	76.65		20
76.65 to	76.34		25
76.34 to	76.09		20
76.09 to	73.95		25
73.95 to	73.75		20
73.75 to	70.75		25
70.75 to	70.41		20
70.41 to	65.58		25
65.58 to	64.53		20
64.53 to	63.91		25
63.91 to	63.44		20
63.44 to	61.28		25
61.28 to	60.36		20
60.36 to	59.94 (KP 71.41)		25
KP	KP		
71.41 to	67.64		25
67.64 to	66.59		20
66.59 to	41.70		25
41.70 to	40.69		20
40.69 to	33.90		25
33.90 to	17.97		35
17.97 to	17.31		15
17.31 to	16.00		20
16.00 to	4.49		30
4.49 to	4.45		10
4.45 to	0.00 (MP 15.57)		30
MP	MP		
15.57 to	15.00		15
15.00 to	7.36		30
7.36 to	7.35		15
7.35 to	5.00		30
5.00 to	3.00		20
3.00 to	1.10		10
WESTWARD, NORTH ISLAND TO TWELFTH ST. NATIONAL CITY, except			15
21.31 to	19.43		12
6.02 to	4.77		10
WESTWARD, EL CAJON TO EAST END OF BRIDGE NO. 3.12, except			25
13.44 to	13.40 (Jackson Dr.)		5
EAST END BRIDGE NO. 3.12 TO SAN DIEGO, except			15
over 32nd, 30th and 28th Sts.			5
over 16th and 13th Sts.			10

Trains with class of engine shown are further restricted between points shown below, as follows:

	LA MESA BRANCH	CORONADO BRANCH		
	MP 1.1 and MP 16.8	MP 4.8 and MP 7.4	MP 7.4 and MP 9.9	MP 9.9 and MP 21.3
DF-1 to 11	X	X	..	X
DF-101 to 108, 110, 112, 114, 116 to 118, 120	X	X	..	X
DF-126	X	X	..	X
DF-600 to 607, 611, 612, 616	X	X	..	X
DF-617	X	X	X	X
DS-1 to 8	..	..	..	X
DS-100 to 122	X	X	..	X
DS-600 to 607	X	X	..	X

X—Not permitted to operate.

29. Employes of the SD&AERy., while performing service on tracks of the SPCo. at El Centro, are under jurisdiction of the SPCo. officers and will be governed by Rules and Regulations of the Transportation Department, timetable and bulletins of the SPCo.

SPEED RESTRICTIONS FOR ENGINES: Maximum speed shown below is subject to further restrictions applicable to certain territories as shown in Speed Restrictions for Trains:

NOMINAL CLASS	RUNNING FORWARD		RUNNING BACKWARD WITH TRAIN OR LIGHT
	WITH TRAIN	LIGHT	
DF-114, 115, 119, 123, 126	65	65	**65
DF-114 (5279 to 5287), 117	55	55	**55
DF-116, 118, 120, 121, 122	70	70	**70
DF-101 to 108, 110, 112	60	60	**60
DS-1 to 8	45	45	45
DS-200, 201	35	35	35
DS-500 to 506	55	55	**55
DS-600 to 607	65	65	**65
Any Engine Not Listed	25	25	25

**When operated in multiple unit control with engineer in other than lead unit in direction of movement must not exceed 30 MPH.

Maximum speed of trains handling dead engines is the speed shown for same engine running forward light, except DS-200, 201 class must have traction motor brushes removed and speed restricted to 30 MPH.

Dead engines hauled in train and weighing 150,000 pounds or more must be placed first behind engine handling the train. If weight is less than 150,000 pounds dead engines must be placed near rear of train.

Dead or disabled engines, and equipment listed in timetable which requires movement at reduced speed must first be reported as ready to move to the chief train dispatcher, who will designate the train in which the engine or equipment is to be moved. Any such engine must not be handled in train until train order designating maximum speed is issued.

Movement of foreign line engines, in service or dead in train, must not be authorized until provisions of current Line Clearance Circular have been complied with.

MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT	MPH MAIN TRACKS OTHER THAN BRANCHES	MPH MAIN TRACKS ON BRANCHES
Double or triple loads	..	25
Scale test cars	40	30
Cars with arch-bar trucks	40	30
Steel pile-drivers	40*	30*
K&J, pedestal or center-hinged air-dump cars (except SPMW 5100 to 5289 loaded or empty)	35*	25*
Locomotive cranes:		
With boom disconnected, heavy end forward	35*	25*
With boom disconnected, light end forward	20*	15
With boom in place, either end forward	25*	15
Rotary snow plows	25	15

*These speeds must not be exceeded, and on curves where authorized speed is more than 15 MPH speed must be reduced to 5 MPH less than shown in timetable and on speed signs.

OTHER MAXIMUM SPEEDS	MPH PASSENGER TRAINS	MPH FREIGHT AND MIXED TRAINS
Foreign steel-wheel cars not equipped with high speed trucks	60	*55
Trains of deadhead equipment, with caboose	55	..
Passenger trains, with caboose	55	..
Engine and caboose only, except:	..	55
must not exceed speed for same engine running forward light.		
Engine, flanger and caboose only, except:	..	40
On curves	..	30
Logs loaded on flat or logging cars, except:	..	25
On curves	..	20
Through truss bridges, tunnels, and passing stations	..	15

SPMW cars equipped with K type brakes must not be handled in trains consisting of more than 50 cars and train must not exceed 40 MPH while handling such equipment.

All cars handled in passenger trains must be equipped with steel-tired or all-steel wheels. Cars not so equipped must move in freight trains, passengers if any, to move on passenger trains.

Passenger carrying cars, baggage, express and other head-end cars, unless equipped with steel center sills and steel platforms must not be handled in passenger trains except on authority of Superintendent.

When foreign steel-tired or all-steel wheel cars are picked up at points where no car inspectors are on duty, conductor must contact train dispatcher to determine applicable speed restriction for the movement.

Freight cars must not be handled behind occupied passenger carrying cars, except in mixed trains in military or naval movements.

Baggage, express, mail, refrigerator or other head-end cars must not be handled on rear of passenger trains unless trainmen can pass through them.

When moving against current of traffic, or when movement is not protected by block signals, speed of passenger trains and light engines must not exceed 59 MPH, and speed of freight trains must not exceed 49 MPH, nor may speed exceed that applying to normal operation. Unless proceed signal received, or it is known that warning devices are operating, such trains and engines must stop approaching road crossings where automatic warning devices are installed, and may proceed after member of crew protects crossing.

INTERNATIONAL BOUNDARY

Trains approaching gate at International Boundary, San Ysidro, will sound one long blast of whistle to inform Government Officials of their presence. If prompt response is not gained after whistle blast, an employe will go at once to Government Headquarters and request service.

Trains will stop before crossing International Boundary line at San Ysidro. Trains in both directions when not accompanied by Customs Immigration Rider will stop at Campo. Trains in both directions will stop at Tecate. Trains must not cross International Boundary line without first notifying Customs and Immigration Officers and obtaining necessary permission from them.

Westward trains coming into Tijuana, when not accompanied by rider, will proceed without stopping to Boundary line for inspection by Officers of the Mexican Government, after which cars for Tijuana may be set out and necessary switching performed. Mixed trains will also stop passenger equipment at depot when passengers are handled.

30.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE

San Diego:	Citrus Soap Co. spur: Pipes on outside of building.
"	Fire hydrant on Fourth Ave., at K St.
"	Fire hydrant, power poles and street lights along east curb line of Fifth Ave.
"	Lee Warehouse spur.
F Street Jct.:	Office building on Tyce spur will not clear man on side of car.
El Cajon:	Eaves of B&L Sales Company Warehouse at west end of grape spur will not clear man on side of car.
Otay:	Timber ramp on spur will not clear man on side of car.
Tecate:	Pipe and counter weights on Malt Plant track.
"	Pilaster at NW corner of Malt building on Brewery spur will not clear man on side of car, and pipes over track 30 ft. from east end will not clear man on top of car. Overhead wires will not clear man on top of car.
"	Brewery spur: Overhead pipes on east 30 ft., and wooden platform on east 100 ft.
Plaster City:	Do not enter U. S. Gypsum Co. track 4 when gypsum chute is in loading position. Chute will not clear man on side of car when in retracted position.

INSTRUCTIONS IN CASE OF FIRE

1. FIRE FIGHTING EQUIPMENT:

(a) Five gallon fire extinguishers are located at following points:

East end Tunnel 4	West end Tunnel 14
West end Tunnel 5	West end Tunnel 15
West end Bridge 97.68	West end Tunnel 16
East end Tunnel 6	East end Tunnel 17
Both ends Tunnel 8	West end Tunnel 18
West end Tunnel 9	West end Bridge 104.01
West end Tunnel 10	West end Bridge 104.37
West end Tunnel 11	West end Tunnel 19
West end Tunnel 12	West end Tunnel 20
East end Tunnel 13	West end Tunnel 21

Note:—Fire extinguishers at tunnels are located just inside tunnel portals.

(b) Tank Car MW-1001:

Tank Car MW-1001 with 10,000 gallons of water is kept first out at Tunnel 15 spur. A pump is mounted on deck over top of tank which can be operated by air from train line; 300 feet of fire hose on a reel; and a tool box containing fire-fighting tools and fittings. Car is equipped with headlights on each end, and extension cord is kept in tool box. Cord may be plugged into outlets on engine or into any light socket by replacing bulb with screw socket. Air line to pump is fitted with hose connection at each end of car, so that pump can be operated from either end of engine or train. A length of hose and fittings are kept in tool box to make connections. When pump is being run from train line, automatic brake valve on engine should be held in Full Release position, and engine speed increased to increase volume of air.

2. INSTRUCTIONS:

(a) Trains discovering a fire should immediately call operator so equipment can be dispatched to fire. If engine is equipped with fire fighting facilities, every effort should be made to extinguish the fire with the equipment on the engine. If it is evident that fire cannot be put out with equipment at hand and it is possible to reach tank car at Tunnel 15 spur, get that car and return to the fire. Tank car should be picked up so that it will be headed into the fire ahead of engine or train. Stake and pinch bar are included with tools on deck of tank car. Tunnels and bridges in some places are located so close together that a fire may spread to another structure. While it might not be possible to extinguish the fire in one structure, equipment should stand by to prevent fire from spreading.

Employes will use their best judgment in meeting an emergency and act in the safest and quickest way to meet the conditions.

(b) Tank Car MW-1001 must always be left, filled and first out at Tunnel 15 spur.

RATING OF ENGINES—In Units of 2000 Lbs. (Tons)

NOMINAL CLASS	ENGINE NUMBERS	Garcia to Redondo	Redondo to Tierra del Sol	Plaster City to Coyote Wells	Coyote Wells to Tierra del Sol	La Mesa Branch	Coronado Branch
DF-1 to 11	6138 to 6445, 6463 to 6470, 8022 to 8303	1750	1175	1750	775	.....	.....
DF-101 to 107, 110, 112	4900 to 4902, 5203 to 5248, 5253 to 5278	2500	1650	2500	1075	.....	.....
DF-114, 116, 117, 118, 120	5279 to 5287, 5290 to 5293, 5308 to 5335, 5339 to 5371	2500	1650	2500	1100	.....	.....
DF-126	5494 to 5507	2450	1625	2450	1050	.....	.....
DF-600 to 607, 611, 612, 616	5600 to 5719, 5730 to 5844, 5872 to 5891	1900	1225	1900	800	.....	.....
DF-617	7200 to 7233	1900	1250	1900	800	.....	.....
DF-618	7300 to 7309	1975	1325	1975	850	.....	.....
DS-1 to 8	1000 to 1032	725	450	725	300	.....	.....
DS-100 to 109, 111, 115, 119	1300 to 1441, 1464 to 1485, 1514 to 1528, 1551 to 1567	1400	900	1400	600	.....	.....
DS-110, 112, 114, 118	1442 to 1463, 1492 to 1513, 1539 to 1550	1400	900	1400	600	.....	.....
DS-113, 117, 120 to 122	1486 to 1491, 1529 to 1538, 1568 to 1596	1400	900	1400	600	.....	.....
DS-500 to 506	5100 to 5120	925	625	925	400	625	1725
DS-600 to 603	4600 to 4621, 4700 to 4703	1500	1000	1500	625	.....	.....
DS-604	4622, 4623	1500	1000	1500	625	.....	.....
DS-605, 606	4624 to 4633	1625	1075	1625	700	.....	.....
DS-607	4634 to 4645	1800	1175	1800	775	.....	.....

UNLESS AUTHORIZED BY SUPERINTENDENT, ENGINES WILL NOT BE PERMITTED TO OPERATE IN THOSE TERRITORIES WHERE NO RATING IS SHOWN IN ENGINE RATING TABLE.

HOSPITAL DEPARTMENT SURGEONS

LOCATION	NAME	TITLE
San Francisco	Dr. V. M. Strange	Chief Surgeon
San Diego	Dr. T. F. O'Connell	District Physician and Surgeon
San Diego	Dr. Guy E. Maggio	Asst. Dist. Physician and Surgeon
San Diego	Dr. P. S. Mountjoy	Asst. Dist. Physician and Surgeon
San Diego	Dr. Harold Behneman	Asst. Dist. Physician and Surgeon
San Diego	Dr. G. P. Lauren	Oculist and Aurist
San Diego	Dr. John C. Holman	Dermatologist
National City	Dr. T. N. Lococo	District Physician and Surgeon
Tijuana	Dr. G. J. Palofox	District Physician and Surgeon
Tecate	Dr. Manuel V. Aguilar	District Physician and Surgeon
Tecate	Dr. Jose de Anda Gonzalez	District Physician and Surgeon
El Centro	Dr. John E. Haworth	District Physician and Surgeon
El Centro	Desert Medical Group	Emergency Surgeons

Note.—Emergency surgeons should only be summoned for temporary treatment when prompt attention is required and when patients cannot be sent to or await arrival of Division or District Surgeon.

HOSPITALS

GENERAL HOSPITAL.....SAN FRANCISCO, CALIF.
MERCY HOSPITAL..... HILLCREST DRIVE, SAN DIEGO, CALIF.

WATCH INSPECTORS

San Francisco..... K. I. Dunlap, Manager of Time Service, 56 Market Street
San Diego.....Emery Grant, 1015 Front St.
El Centro.....Henry's Jewelers, 522 Main St.

SPEED TABLE

TIME PER KILOMETER	TIME PER MILE	MILES PER HOUR
44″	1′12″	50
45″	1′13″	49
46″	1′15″	48
47″	1′16″	47
48″	1′18″	46
50″	1′20″	45
51″	1′21″	44
52″	1′23″	43
53″	1′25″	42
54″	1′27″	41
56″	1′30″	40
57″	1′33″	39
58″	1′34″	38
1′00″	1′37″	37
1′02″	1′40″	36
1′03″	1′42″	35
1′05″	1′45″	34
1′08″	1′49″	33
1′10″	1′52″	32
1′12″	1′56″	31
1′15″	2′00″	30
1′17″	2′04″	29
1′20″	2′08″	28
1′23″	2′13″	27
1′26″	2′18″	26
1′29″	2′24″	25
1′33″	2′30″	24
1′37″	2′36″	23
1′41″	2′43″	22
1′46″	2′51″	21
1′52″	3′00″	20
1′57″	3′09″	19
2′04″	3′20″	18
2′11″	3′31″	17
2′20″	3′45″	16
2′29″	4′00″	15
3′06″	5′00″	12
3′44″	6′00″	10
4′40″	7′30″	8
6′13″	10′00″	6